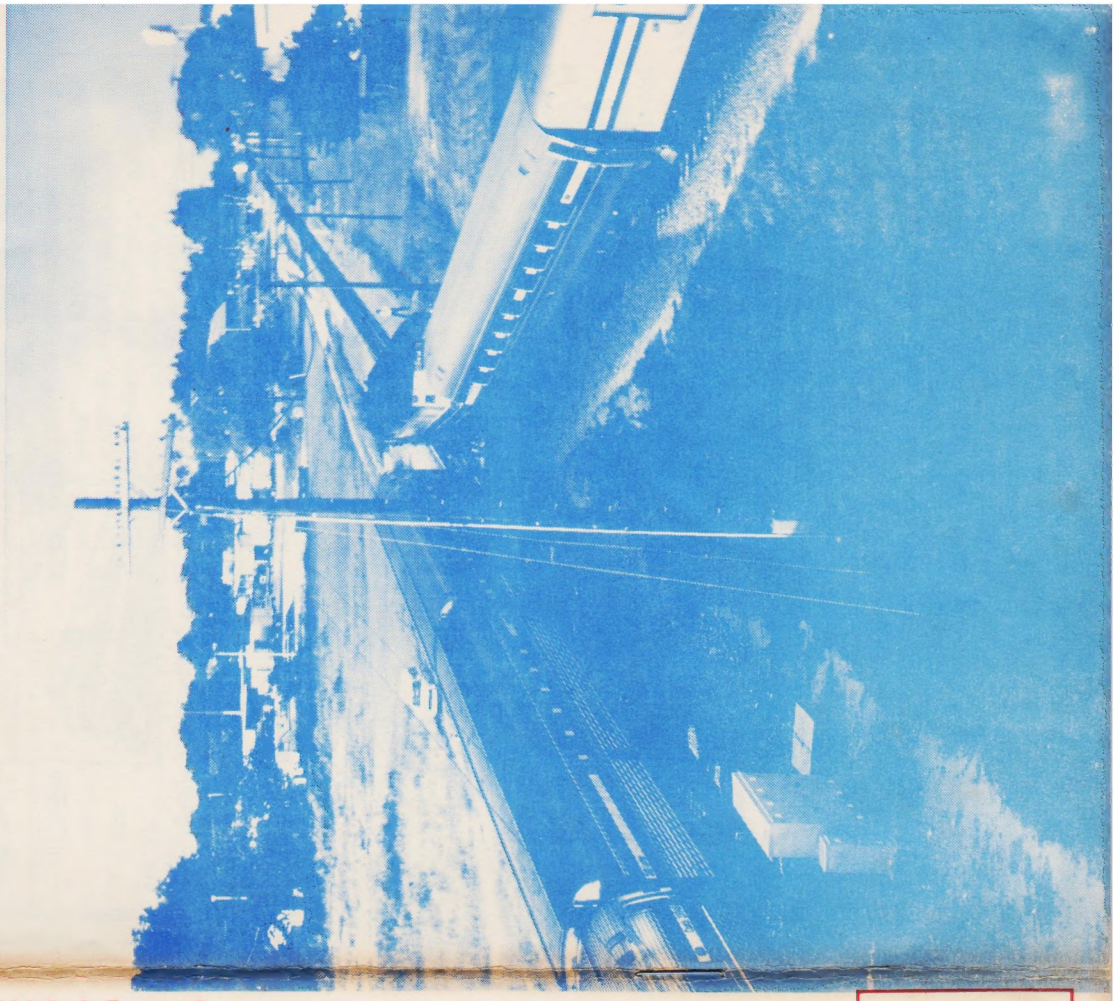
RAIL TRAVEL NEWS

VOL. 13 NO. 15
AUGUST 1983
ISSUE NO. 273

80¢

8-25-83



FROM: P. O. Box 9007
Berkeley, CA 94709 USA

FIRST CLASS
U. S. POSTAGE
PAID
PERMIT NO. 1083
BERKELEY, CA.

To:

[redacted]

Subscribe Now

RAIL TRAVEL NEWS
P. O. BOX 9007
BERKELEY, CALIFORNIA 94709

(two issues a month)

Send RTN for _____ year(s) at $19 per year or $9.50 for six months. My remittance is enclosed. This is: a new___; renewal/extension___; gift___subscription.

NAME _____

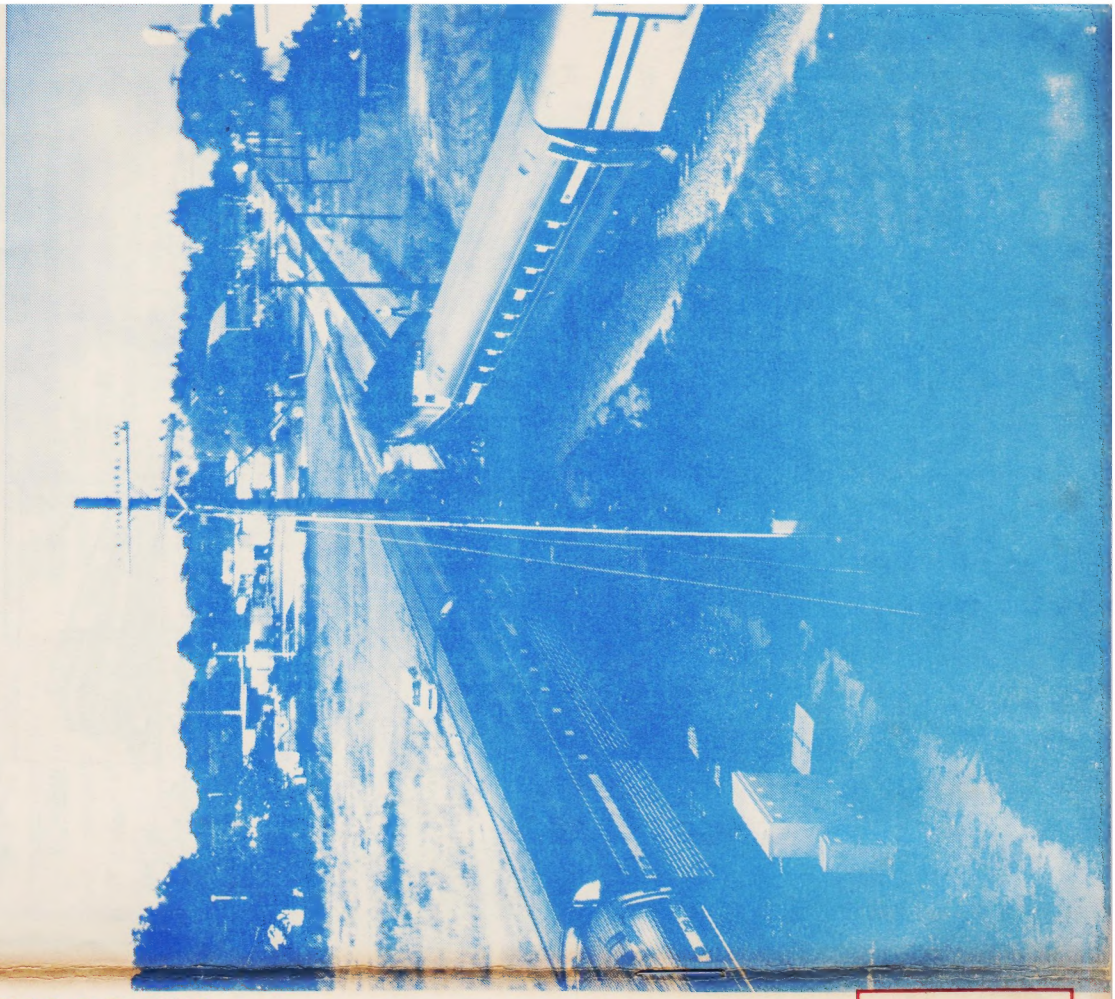
ADDRESS _____

CITY _____ STATE _____ ZIP _____

FIRST CLASS

80¢
8-25-83
VOL. 13 NO. 15
AUGUST 1983
ISSUE NO. 273

RAIL TRAVEL NEWS



FROM: P. O. Box 9007
Berkeley, CA 94709 USA

FIRST CLASS
U. S. POSTAGE
PAID
PERMIT NO. 1083
BERKELEY, CA.

To:

[redacted]

Subscribe Now

RAIL TRAVEL NEWS
P. O. BOX 9007
BERKELEY, CALIFORNIA 94709

(two issues a month)

Send RTN for _____ year(s) at $19 per year or $9.50 for six months. My remittance is enclosed. This is: a new___; renewal/extension___; gift___subscription.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

FIRST CLASS

WE'RE NOW THE SECOND-HIGHEST AMTRAK RETAIL SALES AGENCY IN NORTHERN CALIFORNIA AND SIX WESTERN STATES. THANKS FOR YOUR SUPPORT, RTN READERS!

Ted & Sylvia Blishak

Weekdays 10-5

For the trip to suit your personality, call:

Sylvia Blishak
Ted Blishak

(415) 326-7330

ALL DESTINATIONS

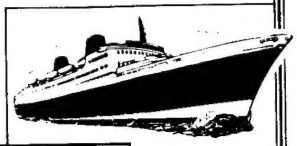
ACCENT ON TRAVEL

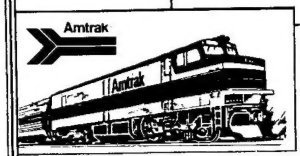
CRUISES

AIRLINE TICKETS

CANADIAN RAIL

EURAILPASS





HAWAII

ALASKA

MEXICO

CLUB MED

1030 Curtis St, Menlo Park, Ca 94025

LETTERS

Mr. Lawrence Barnes's letter (RTN 271) concludes: "...just who is going to choose rail over air?... I'd love to hear from Amtrak's marketing department." As a busy Amtrak-appointed travel agent, perhaps I can answer his question. During the period of August 1-5, these were my experiences when trying to make reservations for my clients. I learned that:

(1) There were no coach seats available out of Oakland on the CALIFORNIA ZEPHYR on August 5, 6, 7 or 8.

(2) There were no sleepers of any kind on the COAST STARLIGHT north out of San Jose on August 12, nor any economy sleepers on August 11.

(3) There were no coach seats on the Chicago-Boston LAKE SHORE LIMITED on Aug 14.

(4) There were no coach seats between Glenwood Springs and Chicago on August 21.

I arrived at the office at 8:00 each morning to call Amtrak to see if any space had opened up due to cancellations. These trains all remained sold out.

Who is choosing rail? Everybody who can get a seat or a sleeper; many passengers who would prefer to choose rail will have to go by air this August or stay home.

Sylvia Blishak
Menlo Park, California

I enjoyed RTN's articles on the SUNSET LIMITED's detours over freight-only trackage (RTN 271). But one quite unrelated fact struck me as I read train 1's consists: Typically, one sleeper, one diner, one coach. Only ONE coach and ONE sleeper in the summer, and on a tri-weekly route? And such "micro" consists seem the rule thruout

(continued on page 23)

Rail Travel News, Vol. 13, No. 15. August, 1983. Whole number 273.
Copyright © 1983 by Message Media.
Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts; Ted Scull, New York.

ON THE COVER

The northbound SILVER STAR, train 82/92, is having its two sections joined together at Auburndale FL in this rather unusual photo by Robert T. Clark. The date was June 10. There was some discussion in the Letters section of RTN recently about the process of joining these trains. It is performed at Auburndale even tho the Amtrak timetable indicates that it takes place at Kissimmee FL.

A NOTE FROM THE EDITOR

Beginning with this issue of RTN, a new regular column, East Coast Report, by Theodore W. Scull, is being introduced to cover the vital public transportation scene along the East Coast, with a particular emphasis on rail transit and Amtrak service in the Northeast Corridor, but not excluding news about ferry, boat and bus routes when they relate to the larger transportation picture.

In addition to the latest news, Mr. Scull will make occasional comments on these items, analyze some of the trends in today's transportation and, where appropriate, insert his own personal experiences while on the move.

Readers who wish to contribute items to this column should send them to 325 East 72nd Street, Apt. 10-D, New York NY 10021. Exclusive items will be given credit, and an SASE is required if the material is to be returned.

Dallas Votes for Rapid Transit

Voters in Dallas TX and 13 suburbs voted on Saturday, Aug 13 by a 58% majority to approve construction of a 160-mile surface light rail system and to adopt a 1% sales tax to finance it. Funding will be entirely local. Seven more suburbs opted out of the system; they total 6 or 7% of the proposed system's serviced population.

In 1980 an earlier voter try failed; at that time, Dallas and Houston voters were tied together into a vaguely-defined system. Supporters of DART (Dallas Area Rapid Transit) reportedly spent $1 million to lure voters into approval of the system, while opponents spent $60,000. The American Automobile Association (Southwest Motor Club) was a prominent opponent of the system.

The sales tax is to take effect next Jan 1, and construction on the system can be expected to begin in about 18 months, while within 6 to 7 years 20-30 miles of the system should be completed. The first line might be in operation by 1987. Only 3.4 miles, about 2% of the system, will be in subway, a fact which lowers its total cost. About 80% of the system will be at street level, largely using existing rail rights of way. Besides the rail system, a doubling of the area's fleet of buses will be financed by the transportation sales tax.

Dallas officials were reportedly influenced by the experiences of the city of Toronto. In May, Dallas leaders flew to Toronto for a briefing on transportation and city design. Toronto officials told them that their city's rail transportation system was the key to the city's success. "Dallas is in many respects where Toronto was 30 years ago, in terms of transportation, development of the central business district and downtown housing," Dallas City Manager Charles Anderson was quoted as saying after three days of Canadian briefings.

Before passage of the referendum, Texas Governor Mark White signed a bill that makes if difficult for DART planners to deviate markedly from the original system plan. This act was believed to facilitate the referendum's passage, by reassuring citizens that they would get close to what they voted for. "No one can arbitrarily make changes without the citizens knowing," commented DART Chairwoman Adlene Harrison in describing the bill. "We wanted to clean up any loopholes. People more than ever today want to believe in that type of credibility."

EAST COAST REPORT

by Theodore W. Scull

The startup of this column marks a significant milestone in this writer's life. It was 20 years ago this month that I sold my last car, a racy black Oldsmobile F-85 and moved to Paris, then London and finally to the Big Apple. I have never regretted the decision to live car-free.

★ ★ ★

On Wednesday, August 3, 145,000 daily Long Island Rail Road riders woke up to find that their trains were still running. An after-midnight agreement between the Metropolitan Transportation Authority and the four remaining unions, representing 1900 workers without a contract, prevented a 12:01am walkout.

The settlement came about largely because management dropped their demands to be allowed to contract out certain equipment repair work to subcontractors and to have some union employees do incidental work normally assigned to other unions. Both changes were designed to reduce costs and increase productivity. The LIRR said that no jobs would be eliminated but the unions were not so sure about long-term employment security, and they threatened to strike if these demands were not taken off the negotiating table.

On money questions, the four unions had been working without a contract since the last one expired Dec 31, 1981. The settlement provided for a 20% wage increase spread over the life of the same three-year contract already accepted by 13 other unions. The increments were 6% retroactive to Jan 1, 1982, 7% retroactive to Jan 1, 1983, and 7% effective Jan 1, 1984.

★ ★ ★

At one minute past midnight on August 1, one of the greatest transportation bonanzas in the New York area took the first step in the direction of becoming less of a bargain when the PATH fare rose from 35¢ to 50¢. At the same time, the second increase, to 75¢, scheduled for Jan 1, 1984, was rolled back five months to Jun 3, 1984 at the request of New York Governor Cuomo and New Jersey Gov. Kean.

The PATH, Port Authority Trans-Hudson System, is owned by the Port Authority of New York and New Jersey, a bi-state agency, hence the need for the two governors' approval. The line serves 100,000 daily riders mostly from major stations in New Jersey such as Newark Penn Station where it makes frequent connections with trains on the NE Corridor, Journal Square in Jersey City, a busy inter-modal transportation complex, and at Hoboken Terminal where the former Erie-Lackawanna, now NJ Transit, rail commuter lines converge. The Manhattan destinations for PATH riders, via the Hudson River tubes, are the World Trade Center in Lower Manhattan and stations on the West Side as far as 33rd St and 6th Avenue, one block east of Penn Station. Some 30 riders between midtown and downtown Manhattan use two PATH trains and a transfer in Hoboken to avoid the regular 75¢ city subway fare.

The PATH increase is long overdue, and the extra money is to be spent on improving the reliability of the service which is not as good as the shiny-blue graffiti-free cars would suggest. Gremlins in the electrical system appear with dismaying frequency, knocking out the service for long intervals during the height of the rush hours.

While the turnstiles in the 13 stations are relatively easy to adjust to take 50¢, most of the stations are unstaffed and fare beating by leaping the stiles, in spite of camera surveillance, will no doubt increase.

★ ★ ★

Governor Kean of New Jersey, according to a July 28 NY Times story, is opposed to high-speed rail service between Philadelphia and Atlantic City unless there is provision for commuter service to local stations in New Jersey. An organization

called RAGE (Residents Against Gamblers' Express) handed the Governor a petition with 5000 signatures that termed the proposed railroad "noisy, smokey (!), dangerous to pedestrians and hazardous to residents subject to vibrations." They added that without any provision for local commuters there would be no advantages to offset the disadvantages listed.

Congress has authorized $30 million to restore the now-unused Philadelphia-Atlantic City roadbed, but the grant is conditional on New Jersey raising $20 million in state or private matching funds. Two mayors along the line have also spoken out against the proposal unless their communities are also served. As a final note, Gov. Kean was even pessimistic about the state's being able to raise the $20 million even with commuter service included in the plan.

Parking in Atlantic City has become a major problem, and there is no question that a properly-designed rail service, tied in with the existing lines at the three major Philadelphia terminals, would ease the congestion on the roads to Atlantic City and on the local streets. Extending the High-Speed Patco Line might also be considered as a cheaper alternative. One of the bottom lines is surely the moral backlash against a special train designed to serve gamblers only.

★ ★ ★

NJ Transit announced Aug 3 that fare increases averaging 8% would go into effect on the corporation's rail lines Sep 1. Rail fares are said to have increased 65% since 1979. For some commuter tickets, the rise in the same period has been over 100%. No more service cuts are planned at this time.

★ ★ ★

For about three months, one of the best views from the New York City subway will be off-limits to riders of N, QB, B & D trains while heavy repair work is done to the badly deteriorated 74-year old Manhattan Bridge. The bridge line was written up in an article in the July 10 Sunday News Magazine as one of the "Five Subway Trips with Picture-Perfect Views." But worse are the delays that will result for rush-hour riders when the trains are re-routed thru already heavily congested East River tunnels.

★ ★ ★

A lively atmosphere piece describing a 24-hour period at Penn Station was published in the NY Times on Jul 18. Beginning at 7pm on a Friday night, the reporter Philip Shenon interviewed travelers who included those who missed the last NJ Transit commuter train home, members of the smart set heading out to the Hamptons on the LIRR, and a very large family that was stranded for 24 hours when the CRESCENT to Atlanta left without them.

Railroad employees were described doing various jobs like announcing trains finishing up with a stylish "All Aboard", and answering endless and sometimes hostile questions at the information booth. The reporter watched graduate students toiling at nighttime janitorial work to pay their tuition fees and witnessed a middle-of-the-night shunting of a mail car that rocked the standing 9-car NIGHT OWL with more force than was necessary to make the connection.

Non-railroad activities abound in the station at the Off-Track Betting parlor, in a full-scale bagel price war between two outlets and more quietly for those hapless members of society who call Penn Station home.

The story helps redress some of the balance that is usually not present when the Times reports local transportation news. Ari Goldman, MTA reporter, wrote the de rigueur story about jammed transportation terminals over the Fourth of July weekend and never mentioned train stations once. The entire article focused on the crowds, long lines and holiday atmosphere at the area's airports and at Port Authority Bus Terminal. He should have been at Penn Station on Saturday morning July 2 as this writer was to witness New Yorkers lining up for train tickets. It would be difficult to contemplate a hotter, more jammed train to Jamaica in order to connect with the cooler boat train for the long ride out to Greenport to catch the breezy ferry over to Shelter Island.

URBAN-SUBURBAN TRANSIT

Seven years and nearly $800 million later, the Baltimore Metro (subway) is ready for revenue passengers. It will open for business Monday, Nov 21. Initial operations will be limited to weekdays, from about 5am to 8pm. About 25,000 people per day are expected to ride--increasing to 45,000 or 50,000 within a year.

The line would probably be in operation now, or within a few weeks, except for a problem with delivery of cars from the Budd Company in Philadelphia. Announcement of the opening date was dependent upon having sufficient cars available. Fifty-eight are expected to be available for the November opening, out of 72 ordered.

An extension is already under construction, scheduled for operation in 1987. It will run six miles from the northwest Baltimore city line thru Baltimore County to Owings Mills. That part of the line will operate in the median strip of an expressway under construction in conjunction with the Metro line. The eight miles due to open this fall run from the heart of downtown Baltimore to Reisterstown Road Plaza. Of that, 4.5 miles are underground, 2.5 miles elevated, and one mile at ground level. The above-ground portion parallels the Chessie System's former Western Maryland mainline right of way.

Initially, bus routes will not be adjusted. The fare will be similar to bus fares at 75¢.

Unlike the Washington system, the Baltimore Metro was not plagued by mammoth cost overruns. The initial estimate of $727 million was exceeded by only $70 million. Part of that is accounted for by a larger car order than originally planned.

Maryland transportation officials recently unveiled a list of transportation projects to be funded by at least $800 million worth of funds diverted from highway projects. Leading the list is a short extension of the subway underground from downtown Baltimore to Johns Hopkins Hospital. That well-known medical institution is one of the largest employers in the city. Also proposed: a busway from Amtrak's Penn Station north to the Baltimore Beltway, using the old Northern Central right of way. A light rail proposal for the corridor was rejected. The diverted money will also fund a variety of highway-related projects. Transportation officials developed a list of priorities after careful negotiation with local officials. That included a trip to Pittsburgh by Mayor Schaefer of Baltimore and Baltimore County Executive Hutchinson to get a first-hand view of the busway operations there.

--Ken Maylath.

★ ★ ★

NEW JERSEY TRANSIT is currently negotiating with Amtrak over the purchase of ten E60 locomotives for North Jersey Coast service, replacing the last operating GG-1's in the U.S. E60's reported to be considered are 957-959, 961, 963, 967, 969-971 and 973 (numbers subject to change). They will be renumbered #4900-4909 by NJT. A test run over all trackage between Hudson Interlocking (Harrison NJ) and Sunnyside, L.I. including all NY Penn Station platforms for clearance was made the night of July 13, using a 7-car Comet II push-pull consist with an E60. The cab-control car lead. NJT is down to six serviceable GG-1's, which is the total required for daily service with no spares, thus requiring one or more E60's leased on a daily basis to meet maintenance requirements. The GG-1's remaining are nos. 4872, 4876, 4877, 4879, 4882 and 4884.

MASS TRANSIT SYSTEM for New Mexico is being considered by Gov. Anaya, according to an Aug 7 news report. Anaya wants to know if federal funding would be available for a "bullet train" from Los Alamos to Las Cruces, but particularly between Albuquerque and Santa Fe. Two days earlier, the state's DOT announced that Ronald C. Sheck, the well-known author of several studies of Amtrak, has been appointed as new Director for the Planning and Development Division of the DOT.

CEILING CRASHED DOWN at the Jersey City NJ PATH Journal Square station on Aug 8, resulting in 2 deaths and 8 injuries and the closing of all PATH service between Newark and New York for over 6 hours.

SAN FRANCISCO MUNI is seriously considering removing its J-Church LRV line from subway and re-converting it into a surface line because of operational problems.

NEW YORK MTA President John D. Simpson on Aug 16 announced that he would resign as head of the beleagured transit system. He has been President since the winter of 1980-81 and has been thru a series of major crises with the system. His resignation comes at a time when the MTA is trying to restore deteriorated tracks that have led to a dramatic upsurge in numbers of derailments in subways this year. At present, some NYC lines are closing down on weekends to allow track repairs.

PRESIDENT REAGAN SIGNED the Federal Transportation appropriations bill on Aug 16. Among the transit funds provided by the legislation is $117.7 million for starting construction of the Los Angeles Metro Rail system. Southern California Rapid Transit District manager John Dyer jubilantly told newsmen that the signing represents the "turning point" for the $3.5 billion project. Work can start in June 1984 on train yards and storage yards east of downtown L.A. At the same time, subway foe Mike Antonovich failed in a bid to muster a vote in the L.A. County Board of Supervisors to oppose setting up special tax assesment districts in areas served by the planned system.

RAIL TRANSIT LINE represented by the timetable cover shown at left is in trouble. That's PATrain's Pittsburgh-Braddock-McKeesport-Port Vue/Liberty-Versailles line. The exact nature of the problem cannot be reported now because we apparently misfiled the news report that was sent us with this timetable. We 'd appreciate receiving it again.

SAN FRANCISCO-SAUSALITO ferry fares on the Red & White Fleet will rise from $2.50 to $3 one way starting Aug 22.

METRO-NORTH COMMUTER Railroad was threatened by a strike of machinists Aug 15, but negotiations appeared to be continuing.

AC TRANSIT DRIVERS in our area approved Aug 16 a contract that gave them few gains, in view of a $3 million deficit faced by the bus system.

SPECIAL SEPTA/NJT FARE mentioned in RTN 271 is actually nothing new, notes Chris Anderson. "Tho it takes longer and a change at Trenton is required, the savings are considerable --$9.90 vs. $18.50 between Philadelphia and NY. Even better is NJ Transit's '1-Day Round Trip' between Trenton and NY, a reasonable $8.75. Trenton is an easy drive from Philadelphia, especially from NE Philadelphia and suburban Bucks County. And there is inexpensive parking ($2.25 all day) directly across the street from the Trenton station, eliminating the need for public transit to and from Suburban or 30th Street Stations in Philadelphia. Both the $9.90 thru ticket and the NJT 1-day excursion are excellent alternatives to Amtrak outrageous fares. Unfortunately, few Philadelphians know they exist."

NEW YORK'S MTA is now in a debate over whether capital funds should be spent on new cars and stations or on track improvements. Track condition is much worse than system officials seemed to realize until the recent rash of derailments. MTA Chairman Richard Ravitch said on Aug 14 that he needed to know more about the costs of track repair before altering the Authority's capital plans. 1300 new subway cars are now on order.

BUSES VERSUS TROLLEYS was the subject of an Aug 4 public hearing in Philadelphia. SEPTA wants to convert three trolley lines to permanent bus operation. Prof. Frederick B. Higgins Jr. of Temple Univ. testified that trolleys are more polluting. "I would suggest you stick your nose at the end of an exhaust pipe, Mr. Higgins", replied author Kenneth C. Springirth, a trolley supporter.

RAIL CANADA

PRIME MINISTER TRUDEAU, according to an Aug 15 Wall Street Journal article, has juggled his cabinet in an attempt to bolster the declining popularity of his Liberal Party. Among the 13 changes in the 36-member cabinet was the shift of Jean-Luc Pepin from Minister of Transport to Minister of State for External Relations. The new Transport Minister is Lloyd Axworthy, who was Minister of Employment and Immigration.

CANADIAN PACIFIC RAILWAY representatives will be required to appear in criminal court on Sep 13 in the West Toronto station demolition case.

FEDERAL COURT OF APPEAL recent decision in the case of the city of Drumheller vs CN and CP may have implications for the legality of the MOT's 1981 rail cutbacks. The Court ruled that the railways could not abandon their jointly-built and owned Rosedale-East Coulee, Alta. line. The CTC had approved abandonment, but the Court said that a 1928 Act of Parliament overrode the authority of the CTC (the Act required the railways to continue joint operation of the line "in perpetuity." Rail supporters believe that in the case of some of the lines discontinued in 1981, the Railway Act would take precedence, and that the Cabinet had no more authority than did the CTC in the Drumheller case.

TRANSPORTATION CRITIC MAZANKOWSKI in a recent address in Edmonton, reported by Transport 2000 in their Transport Action newsletter (Box 858, Station B, Ottawa, Ont., K1P 5P9 Canada), said that "The dismantling (in 1981) of one-fifth of Canada's rail passenger service--50% in Western Canada--can only be described as a decision based upon a policy that is short-sighted, insensitive and disjointed. Not only did this decision force 1.2 million Canadians, many of whom are senior citizens, students, disabled or disadvantaged, to adopt alternative transportation services, it resulted in the direct loss of 1600 jobs--and probably the loss of another 2000 or so indirectly."

CANADIAN TRANSPORT COMMISSION'S inquiry into the Mar 23 fatal crash of the Edmonton-Calgary Dayliner found that all survivors were satisfied with the care given by emergency rescue groups. However, the CTC criticized CP and VIA for "insensitive and inappropriate" behavior in failing to contact survivors at the Calgary General Hospital. CP was criticized for not taking responsibility to notify the wife of the fatally injured engineer. The CTC declared that VIA should take a responsibility similar to that Air Canada does in the event of accidents, when the corporation's officers notify next of kin and visit hospital survivors.

RAILWAY TRANSPORT COMMITTEE of the CTC reported on Aug 10 that rail accidents in Canada were down 28% since last December (while freight movements were down 10%). The RTC credited "Operation Lifesaver", a nationwide public information program. Crossing accidents dropped from 372 to 242 and fatalities due to them from 40 to 27.

THE WHITE PASS & Yukon Railway is seeking a federal subsidy to help it thru the difficult period when it reopens. The mine which supplies it with most of its freight traffic is unlikely to reopen before spring of 1984. The railway is also working to increase its trucking operations in Southern Canada and the U.S. and plans to acquire Canadian Motorways Ltd at a cost of $16 million.

VIA RAIL REFUSED to carry disabled citizen John Kellerman and his electric cart from Ottawa to Toronto, saying there was no room for the cart on the train. Tory MP Scott Fennell learned to Kellerman's plight and paid his air fare home. But Fennell plans to appeal to the CTC--"Why can't (VIA) provide the disabled space for their vehicles? It's a disgrace."

THE CANADIAN PACIFIC gave more to political party coffers in 1982 than any other enterprise. It gave $50,000 each to the Liberals and Conservatives, the Elections Office reported. Bombardier gave $3012 to Conservatives and $12,875 to Liberals.

NEWFOUNDLAND'S SOUTH COAST will this fall see operation of a new 144-passenger high-speed vessel being built in Georgetown, Prince Edward Island.

Atlantic City Meets Opposition

by James Thornton

The proposed Philadelphia-Atlantic City rail corridor has run into fierce opposition from residents living near the track that is to be used by Amtrak trains under the rail plan.

The focus of the anti-train efforts is twofold: the cost, seen by many to be excessive at a time of tax hikes and service cutbacks by New Jersey state agencies and municipalities; and the fear of 80mph diesel trains passing thru residents' communities.

Opposition is based in a group of area residents and politicians, known as RAGE (Residents Against Gamblers' Express). The group was formed in June when it became apparent to its members and others that the revived rail line would primarily benefit Philadelphia-area residents destined for Atlantic City and its casinos. Altho the operator of one of Atlantic City's casinos, Resorts International, said it will use its own funds to build a rail passenger terminal next to a planned casino-hotel, the $50 million required to rebuild and operate the line will come from Federal and state coffers--$30 million from Amtrak, $20 million from the New Jersey DOT.

The plan calls for five daily Philadelphia-Atlantic City round trips. Depending upon whom one talks to, trains will make no stops en route, or make only one stop, either at Lindenwold, the eastern terminus of a rapid transit line from Philadelphia, or at Atco, a large bedroom community five miles east of Lindenwold. Elsewhere, opponents believe, trains will pass thru densely populated towns such as Pennsauken, Merchantville, Cherry Hill, Haddonfield and Berlin at 80mph, polluting the air with diesel exhaust and posing a safety hazard to residents, especially children, and motorists.

One of the leaders of RAGE is Joan O'Brien Cohen, who lives in a condominium complex in Haddonfield next to the rail line Amtrak says it may use. RAGE's membership and support include the mayors of Pennsauken, Merchantville, Haddonfield and Cherry Hill, State Assembly Member John A. Rocco, and U.S. Representative Chris Smith, whose district includes Pennsauken.

On July 28, members of RAGE met with New Jersey Governor Thomas H. Kean to further lobby for a termination of the project. A spokesman for Kean was reported afterwards by the Philadelphia Inquirer as saying the Governor considers the rail plan "dead" simply because the state cannot come up with the $20 million as required by the transport funding bill now in Congress that includes $30 million in Federal "matching" funds.

RAGE's views, and those of other opponents, range from "no train, ever" to "if there's going to be a train, it should make stops en route." Cherry Hill and Lindenwold, and Hammonton in Atlantic County, have been mentioned as possible stops.

Other groups share the views of RAGE that the rail line will use public funds to serve primarily, if not only, casino-bound tourists. The Boards of Chosen Freeholders in both Camden and Atlantic Counties have voted for resolutions to oppose the rail line in its present form--not necessarily against the idea of restoring train service per se. "We would like to see a plan that has local stops," Camden County Freeholder Brenda Bacon told a reporter for the Philadelphia Inquirer.

An anti-train rally was held in a county park in Cherry Hill on Jul 28. Featured were speeches by RAGE members and area politicians, denouncing the idea of using $50 million to provide rail service for one particular group when state and municipal services are falling victim to budget cuts. An air horn, simulating a "much louder" train whistle, sounded every so often during the 90-minute evening rally, reiterating the speed, noise and pollution issues.

Pro-rail sentiment has been varied, as reflected in the editorial pages of

the Courier Post, the area's chief daily newspaper. Much rail support is conditional, favoring a multi-stop service. A number of citizens have advocated extending the Philadelphia-Lindenwold High-Speed Line to Atlantic City, tho extension of the 14-mile rapid transit line, operated by the Port Authority Transit Corp., would cost far more than the $50 million said to be needed for Amtrak's corridor.

Bullet Train Report Filed

American High Speed Rail Corporation on Aug 8 filed its Project Description for the Southern California High Speed Rail System, the first step in the state and federal environmental review process.

The Project Description and letter of intent were filed with Caltrans and the Federal Highway Administration. The filing requests both agencies to begin the environmental process by preparing a scope of work for the review, acting as lead agencies to coordinate the involvement of other state and federal organizations who will have an interest in the project.

"We're pleased to have reached this point in development of the country's first high-speed rail system," said AHSRC President Lawrence D. Gilson. "This action is part of the commitment we have made to the citizens of Southern California for a comprehensive environmental review of our project. Because of the public interest in this project, we are most anxious to begin the environmental review so that we may formally answer the questions and issues which naturally arise from a project of this scope."

The review will be conducted under the guidelines of the California Environmental Quality Act and the National Environmental Policy Act, and review activity will span the next year and a half.

The Project Description is the most complete compendium of information on the project to be released to date. It includes detailed maps of the entire route; profiles of the route showing which portions of the proposed track system are on viaduct, in tunnel, at grade or in a trench; a description of the technology and construction techniques to be used; and drawings of proposed structures and facilities. It also contains a discussion of the alternatives analysis which lead to the selection of the technology, route, alignment and operations plans for the system.

American High Speed Rail Corporation

AHSRC selected Caltrans and FHWA as the appropriate organizations to receive the filings and proceed with lead agency activity because these agencies have the largest role in issuance of various permits all along the proposed high-speed rail route. "Over 26 major Caltrans street or highway crossings are affected," said Gilson in the Letter of Intent, "including the creation of approximately 12 viaduct structures, at least five underground intersections, two tunnelings, and numerous grade interactions."

Successful completion of the environmental review process is one of the regulatory steps leading to commencement of construction of the high-speed rail system. The planned route extends from downtown San Diego to downtown Los Angeles, and on to L.A. International Airport. Full operation is slated to begin in 1988. The system will be the first in the U.S. and its $3.1 billion construction cost (including interest and inflation by its 1988 completion date) will be privately financed. The trains, patterned after the high successful Japanese Bullet Trains, will travel at top speeds of 160mph, completing the trip between downtown L.A. and downtown San Diego in just 59 minutes.

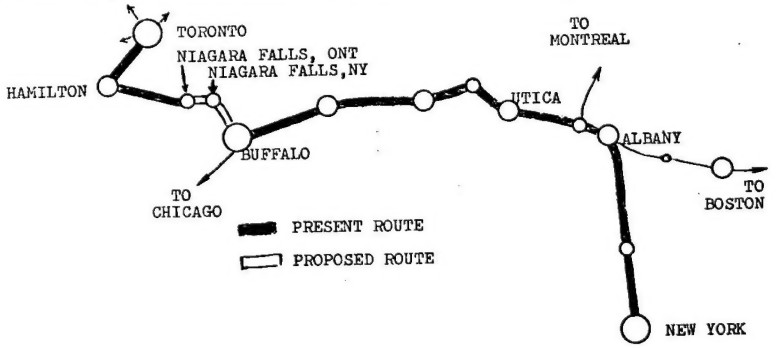
NY-Toronto Overnight?

by Bill Hutchison

Since assuming the office of president of Amtrak, Graham Claytor has stressed cost-effectiveness, particularly in regard to any new service. New services would have to keep capital costs at a minimum, while bringing in enough revenue to reduce Amtrak's subsidy.

One proposed service which has been projected to be cost-effective is the proposed extension of the KANSAS CITY MULE to Carbondale IL from St. Louis, providing thru service to New Orleans by connecting with the CITY OF NEW ORLEANS. Because of the figures developed by the advocates of that service, Amtrak has become seriously interested in this service and has run an inspection train over the route, which may see service this fall.

Using the same criteria upon which the proponents of the above mentioned service based their arguments, another possible service was examined--Toronto to New York overnight. The main idea of this proposal is to provide thru service at a low cost by piggybacking onto existing services. For example, the LAKE SHORE LIMITED presently runs from New York and Boston to Buffalo en route to Chicago, while VIA Rail runs several trains daily from Niagara Falls, Ont. to Toronto. By operating a Toronto section of the LAKE SHORE LIMITED and replacing one Niagara Falls-Toronto roundtrip with the proposed service, a previously unavailable, totally new service would be created. This service would be both attractive and cost-effective and yet it would cost little to initiate.



ADVANTAGES:

1. Would provide the NY-Toronto market with twice-daily service (in addition to the MAPLE LEAF).
2. Would connect with VIA trains to Ottawa, Montreal, London and Windsor.
3. Would offer checked baggage service, thus providing the opportunity for increased revenue by carrying mail/express.
4. The new service would be cost-effective, with incremental revenues exceeding incremental costs.
5. No new stations or maintenance facilities would be required.
6. No track upgrading is necessary.
7. Operating costs are held to a minimum by utilizing the LAKE SHORE LIMITED between New York and Depew and VIA trains 635-636/645-646 between Niagara Falls, Ont. and Toronto. This would require a new crew for the segment between Depew and Niagara Falls only.
8. The extension would add only 66 daily train miles.
9. The extension is only 33 miles long, all of which is already used by the MAPLE LEAF.

(continued on page 15)

Summer on the Queen of Trains

by Jack M. Turner

The queen of North America's rails, the CANADIAN, stood poised at Vancouver on July 4 for our 9:45pm departure to Banff. The 19-car mixture of blue (ex-CN) and stainless steel (ex-CP) cars would be headed by a quartet of FP9s, the fourth of which (CP 1424) wore its original colors.

Porter Carmel Langford already had Bedroom C in car 231 made up for the night, making it somewhat easier to resist the lure of the two Vista-Dome cars. Ex-CN sleeper "Eldorado", the fifth of ten sleepers this trip, provided a smooth ride as the pride of Canada wound its way thru Fraser Canyon with much squealing of wheels.

TUESDAY, JULY 5

One of the nice touches provided by VIA is the option of having Continental breakfast brought to your room. Precisely at 7am, porter Langford delivered a breakfast of coffee, orange juice, bran muffins, and crescent rolls for only $2.50 per person. Soon it was time to make our way to dome observation "Kokanee Park" six cars to the rear. A series of strategic moves finally netted front row seats. How the front windows on so classy a train could be allowed to be so filthy puzzled many a passenger. Fortunately, the side dome windows were crystal clear.

The winding trip along massive Shuswap Lake is one of the most impressive sections of the trip, as the entire 19-car train could frequently be seen on curves. I had brought a copy of "Eastward Across Canada by CP Rail", so it was a simple matter of following mile markers (not kilometers on CP) to locate scenic highlights. Our crossing of the Columbia River marked the entrance into Revelstoke at 10:30am. Here a much-publicized 35-minute service stop would permit passengers to stretch their legs, and it seemed almost everyone did just that.

The CANADIAN is doing well this summer with 19 or 20-car consists the rule west of Calgary. More than one crew member mentioned that I had been wise to make reservations in February, as after April it was difficult to find space in the summer. Sleeping car accommodations on our train bore out these words, as each of the 62 roomettes, 45 bedrooms, 32 sections, and three drawing rooms appeared to be occupied.

As we entered Canada's Glacier National Park, scenic highlights began to appear in rapid-fire order. Five-mile Connaught Tunnel, built in 1916 to circumvent Rogers Pass, was entered at 12:56pm. At 1:09, arched Stoney Creek Bridge (where several famous CP photos of the CANADIAN were shot) came into view. As the FPs led the train over the sweeping right curve, the entire 19-car consist was clearly visible from "Kokanee Park." Moments later a beautiful waterfall at Surprise Creek appeared for those lucky enough to be looking out the left side.

We were only four minutes late out of Golden, so the meet with our westbound counterpart could easily be predicted. Vestibule riding was now a must and was rewarded by a placid scene as our Train 2 paused by the gurgling Kicking Horse River on an S-curve at 3:50pm. Two minutes later, train 1 rolled past, its hushed tone paying reverence to the magnificent scenery. Gradually No. 2 eased forward while No. 1's dome observation car slowly receded around the far leg of the curve.

An eastbound freight led by CP 5800 was overtaken at 4:19 between Leanchoil and Field. Seventeen minutes after the CANADIAN arrived in Field at 4:34, the 5800 was seen tugging its consist of grain cars toward Field, pausing only after it had hudged within 50 feet of "Kokanee Park's" drumhead. A bottleneck had no doubt caused this maneuver as eastbound CP 5915 stood on the next track while westbound CP 5855 was one track further over.

PHOTO CAPTIONS:

(Page 12:) The eastbound CANADIAN crosses Stoney Creek Bridge, site of many railroad publicity photos, on July 5.

(Page 13:) The eastbound CANADIAN with its sleeper-dome observation car "Kokanee Park" at Revelstoke, B.C. on July 5. Photos by the author.

Departing Field at 5:04, we began the ascent to the famed Spiral Tunnels in earnest. The portal of the lower tunnel was entered at 5:17, and the upper spiral at 5:23. A large contingent of tourists watched the climb from an observation deck above the railway, along the Trans-Canada Highway. We would do the same the next day before chasing a 20-car No. 2 to Lake Louise. We reached Banff at 6:37pm, our eastbound journey ended, as it did for a large proportion of our fellow travelers.

THURSDAY, JULY 7

Westbound VIA No. 1 was met by a large crowd of boarding passengers as it pulled into Banff at 12:47pm. Leading the CANADIAN were four blue VIA F units in classic ABBA arrangement. This same set of engines had been spotted eastbound the previous day, and it was learned that they only operate Calgary-Vancouver, as do the last coach and first two sleepers.

Car 127, former Canadian Pacific 5-1-4-4 sleeper "Grant Manor" came to a halt directly in front of us, as promised by the ticket agent. Bedroom D featured two moveable reclining chairs rather than the sofa/sofa and chair setup on conventional American sleepers. The room was attractively refurbished and included a framed wildlife scene on the wall and a fixed basin in the sleeping quarters rather than inside the annex.

After a pair of eastbound freights rumbled by, we were underway at 1:02. Since "Grant Manor" was the first of 11 sleepers, we decided to try the forward dome, just four coaches away. Wrong-o! Skyline dome 511 was totally full, so we now began the immensely long walk to the rear Vista-Dome. Once more, all the seats were taken, so we settled for a rear view from North America's last scheduled round-end observation car, returning upstairs for a standup view of the Spiral Tunnels. After an 18-minute stop at Field, the dome had partially emptied out, so we spent the ensuing hours alternating between dome and vestibule.

The eastbound CANADIAN stormed past at 4:02 along another siding adjacent to the Kicking Horse River.

Dinner reservations were now offered and selection of one of two available entrees recorded. Two choices are offered each day of the CANADIAN's four-night journey, eliminating the monotony of same-meal-syndrome, a la Amtrak, while making food preparation simpler. I couldn't argue with the results: a delicious meal of pepper steak, rice riviera, corn, and cake with salad, bread basket, relish tray and beverage included in the $9 (Canadian currency; $7 U.S.) bill. With the meal served by courses, efficiency seemed to be at a peak--our sitting, the evening's second, was even called 20 minutes early as a result!

Rain began to fall as we neared Revelstoke, and several days later a washout would close the line for a few days. Meanwhile, I couldn't help being amazed at the international clientele of the CANADIAN, as residents of England, Scotland, Norway, Germany, Australia, Japan and Malaysia were met during the roundtrip.

FRIDAY, JULY 8

Port Coquitlam and time to wake up came at 6:20am, just 10 minutes late. A generous timetable allowed arrival two minutes ahead of the advertised 7am at Vancouver's CN station. Curiously, the eastbound schedule allows even longer than the westbound for the 17-mile journey.

The Trailways International Express awaited on an adjacent platform, and by 10:50 we were in Seattle, after a direct trip down Interstate 15. Connections with the CANADIAN usually are made; however, the bus must leave by about 7:35 to make connections with the COAST STARLIGHT, as contracted.

NY-TORONTO OVERNIGHT? (continued from page 11)

10. VIA's costs will be minimal, since the new service would merely replace an existing train. No schedule modifications would be necessary.
11. Would also provide Boston-Toronto service by car-to-car transfer.

PROBLEMS:

1. The eastbound LAKE SHORE LIMITED would have to revert to its former departure time from Chicago in order to provide conveniently scheduled service.
2. Willingness of VIA and Amtrak to operate such a service.
3. Equipment availability for the service.

PROPOSED SCHEDULE

MAPLE LEAF	LAKE SHORE LIMITED			LAKE SHORE LIMITED	MAPLE LEAF
8:45a	7:30p	lv NEW YORK	ar	11:25a	8:37p
9:30a	8:18p	" Croton-Harmon	"	10:29a	7:45p
10:09a	9:06p	" Poughkeepsie	"	9:50a	7:05p
10:23a	9:22p	" Rhinecliff	"	9:34a	6:48p
10:47a	9:48p	" Hudson	"	9:10a	6:28p
11:12a	10:18p	ar ALBANY	lv	8:40a	6:05p
↓	5:15p #	lv BOSTON	ar	1:40p #	↑
	5:50p #	" Framingham	"	1:00p #	
	6:25p #	" Worcester	"	12:25p #	
	7:40p #	" Springfield	"	11:00a #	
	8:55p #	" Pittsfield	"	9:50a #	
↓	10:10p #	ar ALBANY	lv	8:45a #	↑
11:27a	10:48p	lv ALBANY	ar	8:10a	5:50p
11:54a	11:14p	" Schenectady	"	7:44a	5:28p
12:12p	-----	" Amsterdam	"	7:25a	5:10p
1:13p	12:29a	" UTICA	"	6:30a	4:09p
1:29p	-----	" Rome	"	6:13a	-----
2:01p	1:18a	" SYRACUSE	"	5:39a	3:19p
3:27p	2:40a	" ROCHESTER	"	4:14a	1:52p
4:25p	3:27a	ar BUFFALO (Depew)	lv	3:14a	12:50p
4:30p	4:25a	lv BUFFALO (Depew)	ar	2:30a	12:45p
4:52p	4:47a	" BUFFALO (Exch. St.)	"	2:13a	12:33p
5:40p	5:35a	" NIAGARA FALLS, NY.	"	1:30a	11:50a
6:35p	6:40a	" NIAGARA FALLS, ONT.	"	12:50a	11:10a
6:55p	7:00a	" St. Catharines	"	12:30a	10:36a
7:11p	7:17a	" Grimsby	"	12:12a	10:18a
7:37p	7:40a	" HAMILTON	"	11:50p	9:57a
7:49p	7:53a	" Burlington West	"	-----	9:42a
8:00p	8:05a	" Oakville	"	-----	9:31a
8:30p	8:35a	ar TORONTO	lv	11:05p	9:05a

NOTE- Boston-Toronto service is by car to car transfer west of Albany.

COST ANALYSIS CHART

REVENUES:	
SLEEPING CARS:	$ 902,962
COACHES:	3,845,420
EXPRESS‡	200,000
CONNECTING:	200,000
TOTAL REVENUES:	$5,148,382
EXPENSES:	
CONRAIL TRAIN CREW	$ 176,295
LOCOMOTIVE EXPENSE	147,700
CAR EXPENSE:	1,373,520
ATTENDANT EXPENSE:	37,960
OVERHEAD PAYMENT TO CONRAIL (5%):	96,737
ADVERTISING:	100,000
MISCELLENEOUS:	100,000
PORTER EXPENSE:	137,420
TOTAL EXPENSES:	$2,169,632
EXCESS OF REVENUES TO EXP.	$2,978,750
AMTRAK SHARE:	$2,531,391
VIA SHARE:	$ 447,359
REVENUE PER TRAIN MILE:	$14.94
YEARLY TRAIN MILES:	24,090
LOAD FACTOR:	60%
PM/TM:	84
YEARLY RIDERSHIP:	83,950
AVERAGE TRIP LENGTH:	400 mi.

EQUIPMENT NEEDS

a. One F-40ph locomotive (Depew-Toronto RT)

b. One Amcafe car (Depew-Toronto RT)

c. Two sleeping cars (New York-Toronto, one each direction)

d. Two baggage cars (New York-Toronto, one each direction)

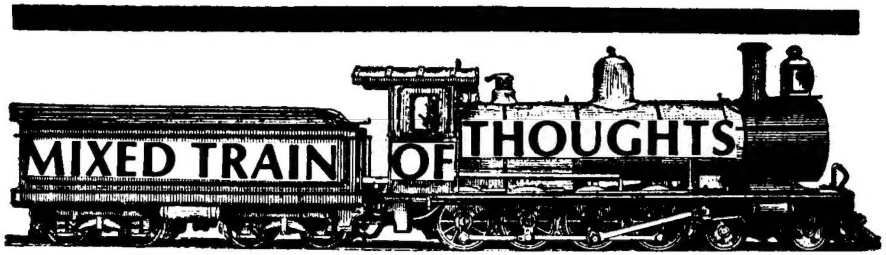
e. Four coaches (New York-Toronto, two in each direction)

f. One coach (Depew-Toronto, for local business)

The usual consist between Depew and Toronto would be:

F-40ph locomotive
baggage
three Amfleet II coaches
Amcafe
sleeping car

Four cars would operate to/ from New York.



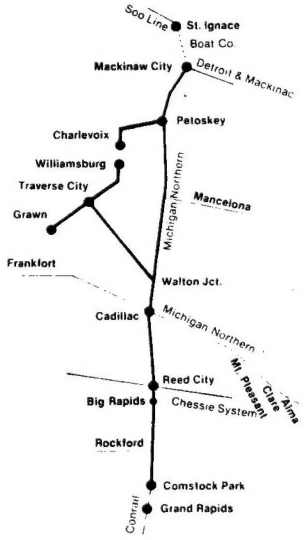
"AUTO-TRAIN" REVIVED: When Amtrak starts up its Lorton-Sanford auto ferry service in late October, the revival will be not only of the car-carrying service but also of the name. Amtrak is petitioning the Auto-Train's bankruptcy court to let it use the Auto-Train name. The name is "locked into people's minds" said an Amtrak spokesman, and identified with the car-carrying passenger train service. Amtrak will call the service the "Amtrak Auto Train." Former A-T passengers who held tickets that were not honored when the original company closed down will be given discounts on the revived train, Amtrak said. But Amtrak and railroad employees will not be able to use their passes on the new train. Amtrak will have to pay the bankrupt Auto-Train for the use of its name. In addition, Amtrak on Aug 12 asked the bankruptcy court to allow it to purchase A-T's Sanford FL facility for a price of $2 million. The facility covers 19.8 acres. Amtrak is leasing the Lorton VA facility. The total startup costs for the service will total $3-4 million, Amtrak said. That includes payment of $1.7 million in cash for A-T's assets. Amtrak will also forgive $100,000 in debts owed it by A-T. These sums won't help the bankrupt company very much, as it reportedly was over $20 million in debt. Amtrak expects a profit of $4 million on the service during the first year of operation. The infrastructure is there already, an Amtrak spokesman noted, and the cost of putting another train on the tracks--Amtrak already runs about 250 trains per day--is negligible. Auto-Train, however, had a big infrastructure but only two trains per day to spread the costs over.....

★ ★ ★

THE CALIFORNIA ZEPHYR was detoured thru Wyoming in both directions on Aug 6 because of a mudslide on the Rio Grande near Bond, Colorado. On that date the westbound(?) train made an unscheduled stop at Medicine Bow WY so police there could remove a woman passenger who reportedly pulled a gun on a train attendant. Medicine Bow is between Laramie and Rawlins, and the stop was made at 5:27pm. The CALIFORNIA ZEPHYR is subject to delays in each direction until further notice. It has been usually 1-2 hours late at its endpoints for the past month. The delays are caused by 60mph speed limits on the BN when the temperature is over 85° and sun kinks in the track can result; by BN track work between Chicago and Denver; and by continued problems at the Great Salt Lake, with high water and occasional high winds which can damage the causeway fill on the SP. In other CZ news, the state of Wyoming early in August asked a federal appeals court to order the ICC to reconsider a decision that led to Amtrak's switch to the Rio Grande. The ICC, however, said it had no jurisdiction over Amtrak's schedules, routes or service.....

★ ★ ★

NEW TV MOVIE titled "The Parade" includes an important finale scene involving an Amtrak train. The movie heroine boards the train, which intersects a Fourth of July parade, which has to stop to let the train pass. The final scene was shot and re-shot many times, including once when a camera in a helicopter was used. Doron Productions of Hollywood rented a special train from Amtrak from 7am to 10pm on Aug 13 for the filming, which took place in Halstead, Kansas, on the SOUTHWEST LIMITED route. One F40 diesel, one Heritage coach and one Heritage sleeper deadhead on the SOUTHWEST LIMITED to Newton KS. The location of Halstead also saw the filming about 30 years ago of portions of the movie "Picnic." "The Parade" is expected to be aired on CBS-TV in December. It stars actresses Michael Learned and Geraldine Page. Amtrak said its policy on films is that it examines the script in advance, and if it is favorable toward trains, or at least neutral, it will cooperate with the movie makers and will charge them only Amtrak's costs for the service. Other recent movies which include Amtrak scenes are "Best Friends", "The Verdict", and "Trading Places", the latter including scenes at Philadelphia 30th St Station and Newark, and several scenes of various trains.....



RIDE THE MICHIGAN NORTHERN
SHIP THE MICHIGAN NORTHERN

MICHIGAN NORTHERN RAILWAY published a new timetable Jun 11 covering its passenger service. The NORTHERN ARROW, between Cadillac and Mackinaw City, will run on Aug 27 & 29 and Sep 3 & 5. The BAY EXPRESS, Cadillac-Charlevoix, operates Sep 19, 21, 24, 26, 28 and Oct 1, 3, 5, 8, 10, 12 and 15. The timetable notes that more dates might be added. The railway's phone numbers in Cadillac are 616-775-0193 and 616-775-5321.....

★ ★ ★

AMTRAK'S WASHINGTON HEADQUARTERS, and all the other tenants of 400 North Capitol Street, were evacuated between 11:30am and 1pm on Aug 18 after an apparently telephoned-in bomb threat. Police with bloodhounds were brought in and the building searched, but no bomb was found.....

CITY OF NEW ORLEANS has had one dome car, #9401, assigned to it thus far. So one of three equipment sets should be dome-equipped. Amtrak said that other domes are now getting brake modifications for use on the Amtrak Auto Train.....

★ ★ ★

THE SOUTHWEST LIMITED in both directions on Aug 17 and 18 was being detoured on Santa Fe via Belen NM and Amarillo TX because of a big freight derailment near Lamy NM. Other delays to Amtrak trains in the Southwest during the past few days have included the DESERT WIND blocked by a UP freight derailment on Aug 17, and various delays due to flooding from heavy tropical storms in Southern California...

THE COAST STARLIGHT, train 11, on the morning of Aug 14 derailed the fifth and sixth coaches while passing thru the Roseville yard. The cause was believed to be a wheel climbing the frog of a switch. A 45-minute delay ensued. Consist of the train, seen at San Jose, was engines SP 9218, Atk 219 & 291; cars 1214, 39936, 31030, 31013, 32052, 32051, 38101, 33005, 34077, 34001 and 39966. The order of cars in the train was apparently disrupted by the derailment. The train was 3½ hours late at San Jose.....

★ ★ ★

AMTRAK AND MCDONALD, the fast food chain, have teamed up to do a test promotion in four market areas: Hartford-New Haven-Springfield, Savannah, Salt Lake City, and Indianapolis. Children can obtain free Amtrak train rides by buying McDonald-Land Junction items from now thru Sep 29. When four special stickers and a free ride coupon found in the boxes of junk food are collected, the purchaser is eligible when traveling with a full-fare paying adult for a free Amtrak trip evidently to anywhere in the system, provided the trip is made between Aug 15 and Nov 15. Kids aged 2-11 are eligible. All trains can be used except Metroliner Service trains and the Amtrak Auto Train. Amtrak said that if the promo is deemed successful, the plan could go nationwide.....

USA TODAY'S EDITORIAL topic on Aug 18 was the control of hazardous materials in road and rail shipments. The accompanying cartoon pictured a railroad tank car explosion, with an observer saying "There goes the four-o-five now, well ahead of schedule!"..... AMTRAK'S BOARD OF DIRECTORS does not meet in August.....

CALIFORNIA ZEPHYR BROCHURE has appeared (see also Quotes of the Week, page 19). It's an all-color folder with several big photos from along the route which somehow make the scenery look less spectacular than it really is.....

AUTHOR JOHN PERTERSEN (see "Jinxed Again!" in last issue) wrote to Amtrak President Graham Claytor asking what would have happened if he had pulled the emergency cord when he felt the train was in danger of derailing. Don R. Brazier ("Acting President") replied, as Claytor was evidently on vacation. Brazier did not give a clearcut answer: "What would have transpired had you pulled the emergency cord is certainly difficult to say, as it depends entirely on what occurred thereafter. It is always much more preferable to bring a train to a slow and gradual stop. In this case, the brakeman certainly exercised sound judgment by not using the emergency cord, as this action should be reserved solely for those occasions when the train is thought to be out of the control of the engineer." He chided the sleeping car attendant for "unprofessional" actions, and promised that that individual would be "counseled"..... ★ ★ ★

THE CALIFORNIA ZEPHYR is experimenting with a third locomotive on the Rio Grande to help the heavily-loaded train maintain time on the mountain grades. With the various delays to train 6, mentioned above, the eastbound LAKE SHORE, BROADWAY and CAPITOL are suffering delays in departure, waiting for the CZ. NARP said that the EAGLE has been having timekeeping problems too, and that MoPac trackwork explains only part of it.....

THE AMTRAK CRESCENT, during the week of Jul 11, began having lounge and an extra coach run thru to New Orleans, along with two engines. The reason given by Amtrak: The Atlanta coaches weren't full, but the beyond-Atlanta coaches were overflowing into the Atlanta coaches, so at Atlanta, beyond-Atlanta passengers had to change cars.....

SOME FALL PROMOTIONS being talked about by Amtrak include an Albany-NY shoppers roundtrip excursion on Saturdays for perhaps $20; and an Albany-Pittsfield shoppers weekend special on the LAKE SHORE.....

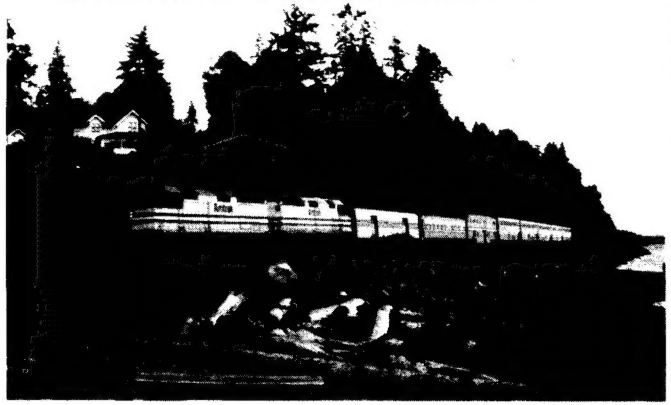
NY DOT & AMTRAK have agreed on the following projects, financed one-half by each: new parking lot at Albany-Rensselaer, and complete refurbishing of Hudson and Syracuse stations..... ★ ★ ★

SPIRIT OF CALIFORNIA could be the subject of a state legislature vote to try to override the governor's veto of funding as early as Aug 19. However, the chances for a successful override vote now seem poor, according to legislative observers. It would probably be better to wait until September for such a vote.....

SAN DIEGAN SCHEDULES do not please Caltrans, and that agency asked Amtrak for a modification. Amtrak came up with a suggested SAN DIEGAN Express train, which would be run like the Express Metroliners. However, the northbound schedule of that train would be only 5 minutes faster than the present fastest run, and Caltrans will probably reject it. It would make stops only at Del Mar and Anaheim on the run to L.A. Parking is a problem at either location, but Amtrak plans to open a new Anaheim station in October, with more parking. The Express train would have a $4 surcharge...

QUESTIONABLE LOW RIDERSHIP PROJECTIONS by Amtrak for the proposed New Orleans-Mobile service may delay its startup, said NARP in its July newsletter. Amtrak figured that the route's patronage would approximate that of the WILLAMETTE VALLEY trains, which failed due to low ridership. However, NARP pointed out that the Oregon trains were hurt by the paralysis of Amtrak computer reservations system during part of their existence; and besides, the Mobile line would be faster, serve a larger population, and have a World's Fair as an attraction at one end.....

THE PHOTOGRAPH BELOW is of the eastbound EMPIRE BUILDER at Mukilteo WA on Jul 31. Cliff Vickery took the photo of the train, running along the beach, to back up the statement in RTN #270 that the Heritage sleeper the train carries some days runs just behind the baggage car. Incidentally, the sleeper is NOT to fill in for sleeper space sold out by a travel agency.....



MODIFIED SUPERLINER SLEEPERS are appearing on the rails. Ted and Sylvia Blishak rode in car 32014 at the end of July and reported the addition of an upstairs rest room and the conversion of two downstairs rest rooms into a larger dressing room with toilet. An enclosed trash receptacle has been installed upstairs, along with facilities for a larger coffee maker. Room door locks have been changed to old Pullman style, and a rummer (instead of metal) flange added at the bottom of the shower door for waterproofing. Unfortunately, the shower activating button is still uncovered, and reports continue of passengers hitting it accidentally and receiving an unwanted cold shower that can't be turned off at will.....

E. M. FRIMBO admirers must not miss the article "Frimbo's Peak" in the Aug 8 issue of the New Yorker, by Tony Hiss. Subject is the dedication of a plaque to Frimbo by his brother, Francis Whitaker, in Cumbres Pass, Colorado.....

THE LANDMARK FERRY on the SP route between Crockett and Martinez CA was destroyed by fire the weekend of Aug 6-7. The ex-SP ferry "Garden City" retired about 1930...

TRAILWAYS BUS COMPANY is negotiating to move into New Orleans UPT along with Amtrak and Greyhound.....

News in this issue is updated thru August 18, 1983.

QUOTES OF THE WEEK***

"All aboard for the most beautiful train route in America. Travel Amtrak from Chicago over the Mississippi, across the Oregon Trail, through incomparable Colorado canyons, mesas, and tunnels, over the snow-capped High Sierras straight on through to San Francisco.

"No other route gives you so many spectacular sights. Take in the man-made wonders of Chicago skyscrapers, look across acres of fertile Midwest croplands. Climb the breathtaking heights of the Rockies and pass through the Moffat Tunnel. Then wind your way through the Gore, Glenwood and Ruby Canyons stopping in Salt Lake City to see the Mormon Tabernacle. Travel over the Donner Pass straight through to the city of the Golden Gate Bridge, San Francisco."

--From Amtrak's new CALIFORNIA ZEPHYR brochure.

SLIP OF THE MONTH CLUB***

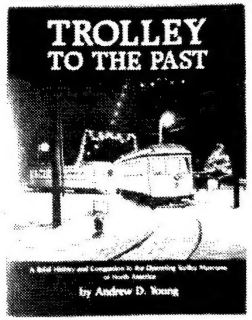
"VIA Rail Canada is studying the possibility of replacing their inter-continental passenger trains..."

--From newscast by Radio Canada Jul 26, following Transport 2000's press conference on their second bi-level equipment study.

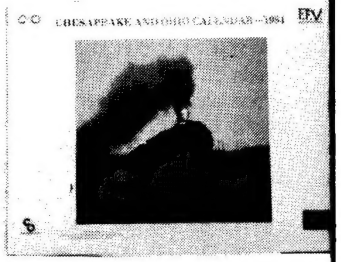
(Will they be deployed from silos in Alberta?)

BOOKS

■ "Trolley to the Past", a 160-page paperback 8½x11 volume by Andrew D. Young, is subtitled "A brief history and companion to the operating trolley museums of North America." The book begins with an illustrated review of the rise and fall of the urban and interurban railway systems in the U.S. and Canada. Then follows a chronology of the museum movement. Each U.S. and Canadian museum has its own section, with text, photographs, lists of equipment in each collection, and maps of selected museums. The text includes a critique of the evolution and direction of the museums, and the book also reviews defunct and future museum projects. Includes 6 pages of color. $19.95, + $1.10 post. if by mail. Interurban Press, Box 6444, Glendale CA 91205.



■ The 1984 Chesapeake and Ohio Calendar is shown here. The cover this year marks the C&O Historical Society's first effort at color--a rare example of color photography from the C&O steam era, a 1947 photo of H-8 1640. The 12 monthly (b&w) shots include 10 steam, one diesel and one Brill gas-electric car. The calendar is $3.75 from: 1984 Calendar, Dept 12, 2610 McDaniel Ct, Grove City OH 43123.



■ RTN subscriber Robert T. Standhardt is a quadriplegic and a minister. He has written a book entitled "Journey to The Magical City", his reflections on suffering and love. The cover of this 96-page paperback pictures a man looking thru a rain-streaked train window onto a blurred, impressionistic scene. Mr. Standhardt travels by train a lot and works a number of on-board stories into his well-written and inspiring text. The book is $4.50 from The Upper Room, 1908 Grand Avenue, PO Box 189, Nashville TN 37202.

CARS & CONSISTS

*Alaska RR train X150ON, Cunard Princess boat train, Whittier-Anchorage Aug 6: engines 1500, 1502 (F7As); cars power car P6, baggage 6332, coaches 5416, 5428, 5441, 5220, dome coaches 7008, 7014, 7073, recreation car 5715, coaches 5204, 5203, dome coaches 7066, 7072, coaches 5201, 5205, 202, 203, power car P12.

*VIA train 196, South Edmonton Jul 2: RDC 6147 snack-coach, RDC 6127 coach.

*Cumbres and Toltec train 1, Antonito Jul 25: engine 489 (K-36); cars gondola 301, box 249, buffet 450, coaches "La Jara", "Del Norte", "Antonito", "Monte Vista."

*Texas State RR train 2, Palestine, Aug 5: engine 200 (4-6-0); cars combine 61, coaches 42, 50, observation 70.

*SUNSET LIMITED, train 1, New Orleans Aug 1: engines 701, 708; cars 1181, 39929, 31008, 32016, 38008, 34026, 39957 (added at San Antonio:) coach 34075, lounge 39971 (Hi-level), sleeper 32059.

*EAGLE, train 22, San Antonio Aug 9: engines 305, 296; cars 32038, 39973 (Hi-level lounge), 34068, 34050, 39959, 34097, 38031, 39925, 2987 "Pine Shore", 1168.

*PALMETTO, train 89, New York Jul 26: engine 910 (AEM); cars 1262, 4705, 4644, 3108, 4728, 4648, 21132, 21034, 21057, private cars "Venice", obs 3344.

*CAPITOL LIMITED, train 441, Washington Jul 20: engine 268; cars 1206, 1356, 25086, 25073, dome 9406, 28023, 2915 "Pacific Hills".

RAIL FANTRIPS

Sep 24: Baltimore-Silver Spring-Cumberland RT. Sep 25: Baltimore-HarpersFerry-Martinsburg WV via B&O old main RT. 9/24: $35, 1st cl $65; 9/25: $30, 1st cl $55. Baltimore Chapter NRHS, Box 10233, Baltimore MD 21234.

Oct 23: Excursion to Skyline Caverns. Lancaster PA-Front Royal VA, RT. Fall foliage. Most of trip frt-only trackage. Bring lunch. $45, child $43. Amfleet; limited capacity. Lancaster Chapter NRHS, 342 West Fritz Ave, Quarryville PA 17566.

Oct 30: Thanksgiving at Plymouth. Bus from Riverside MBTA, Rte 128 RR Station and Braintree MBTA to Inn for All Seasons for turkey dinner; view of Plymouth Rock, hayride. Mystic Valley Rwy Society, Box 32, Mattapan MA 02126, 617-361-4445.

Nov 10-13: Excursion to Black Mesa & Lake Powell RR. SOUTHWEST LTD Calif to Winslow AZ, bus to Page AZ; overnite Page. $245 & up. Black Mesa Excursion, PO Box 2768, Riverside CA 92516. Benefit Orange Empire Rwy Museum. 714-684-7458 p.m.

Dec 3: 34th STREET EXPRESS, special Amtrak train Boston South Sta to Penn Sta NYC for day of holiday shopping and sightseeing. Mystic Valley Railway Society Inc., Po Box 32, Mattapan MA 02126. 617-361-4445.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

AMTRAK - VIA RAIL CANADA - EURAIL PASS - OCEAN LINER CRUISES - RAIL TOURS - RAIL EXCURSIONS - CHARTER RAIL CARS. Arrangements by phone or appointment - use your credit card - Tickets mailed promptly. A fully appointed travel agency with masters of ship and rail travel. GREAT WESTERN TOURS, Sheraton Palace Hotel, Suite 900, 639 Market Street, San Francisco CA 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

GLACIER RAIL HOLIDAY, five summer departure dates, fully escorted all-inclusive tours, using privately owned railroad cars. For additional information, contact Rio Vista Railways, PO Box 19992, Los Angeles, Calif. 90019. (213) 231-8442. Pay by check or credit card. Tickets sent to you by certified mail.

LARGE RAILROAD CHRISTMAS CARDS from as low as $2.41 dozen, delivered. PREDDY'S CARDS, Box 572, Point Roberts WA 98281-0572. Free sample. Canadian $ at par.

GREAT TRAIN JOURNEYS OF THE WORLD tour packages available. Foreign adventure on seven exotic itineraries, from $3699 including air. Britain, India, China, etc.--some steam-hauled segments. Call Ted or Sylvia Blishak, Accent on Travel, and ask for Pan Am Holiday 800 brochure.

GISELLE'S TRAVEL CORP at 1215 4th St. Sacramento CA 95814, Phone: (916) 446-1211 offers rail tickets on AMTRAK - VIA (CANADA) - EURAILPASS along with tours and accommodations in cities to which you are traveling. Let Giselle's help you take your next memorable rail trip.

"ISSUES IN AMERICAN RAIL TRAVEL", RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & postage. Full details will be given later in RTN. Rail Travel News, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads cost just $1.00 per line of 80 spaces. Display ads are only $1.25 per square inch. RTN, Box 9007, Berkeley CA 94709.

AMTRAK RIDERSHIP FIGURES

JUNE 1983 FIGURES--SECOND COLUMN IS % INCREASE (DECREASE) OVER 1982

NORTHEAST CORRIDOR	JUN 1983	PERCENT CHANGE
METROLINERS	91,426	2.2
NORTHEAST CORRIDOR CONVENTIONAL	465,647	(4.6)
NEW ENGLAND METROS	5,607	.0
NEW HAVEN-SPRINGFIELD	18,775	26.9
NEW YORK-PHILADELPHIA	208,044	20.6
PHILADELPHIA-HARRISBURG	74,749	14.0
NEW YORK-HARRISBURG	24,977	5.9
TOTAL NORTHEAST CORRIDOR	889,225	4.1
SHORT DISTANCE		
NEW YORK-ALBANY-NIAGARA FALLS	66,790	10.6
CHICAGO-ST. LOUIS	25,680	10.4
CHICAGO-MILWAUKEE	12,462	(.4)
CHICAGO-DETROIT-TOLEDO	35,121	9.3
CHICAGO-CARBONDALE	11,827	2.1
CHICAGO-QUINCY	5,082	(1.2)
LOS ANGELES-SAN DIEGO	111,695	2.6
SEATTLE-PORTLAND	4,382	(4.9)
WASHINGTON-MARTINSBURG	17,200	(18.8)
OAKLAND-BAKERSFIELD	18,006	6.8
NEW YORK-MONTREAL	6,506	3.1
CHICAGO-PORT HURON-TORONTO	10,397	15.4
MINNEAPOLIS-DULUTH	9,439	(49.9)
CHICAGO-VALPARAISO	20,095	(7.5)
CHICAGO-INDIANAPOLIS	4,379	(.2)
CHICAGO-KANSAS CITY	12,616	18.6
PHILADELPHIA-PITTSBURGH	7,156	(7.8)
PORTLAND-EUGENE		.0
LOS ANGELES-SACRAMENTO	8,294	26.0
MIAMI-TAMPA	4,497	.0
TOTAL SHORT DISTANCE	391,624	2.6
LONG DISTANCE		
WASHINGTON-MONTREAL	8,601	(20.8)
NEW YORK-FLORIDA	61,324	11.5
CHICAGO-NEW YORK/WASHINGTON	25,911	13.7
CHICAGO-CIN-WAS-NEW YORK	7,992	(11.3)
CHICAGO-SEATTLE/PORTLAND	40,581	(.4)
CHICAGO-OAKLAND	28,968	(2.7)
CHICAGO-LOS ANGELES	26,339	(3.1)
CHICAGO-NEW ORLEANS	17,306	3.5
CHICAGO-TEXAS	9,464	3.5
LOS ANGELES-NEW ORLEANS	7,946	(5.0)
LOS ANGELES-SEATTLE	45,742	(1.9)
CHICAGO-NEW YORK/BOSTON	33,174	9.5
BOSTON-NEWPORT NEWS	8,056	16.7
NEW YORK-SAVANNAH	13,878	2.0
SEATTLE-SALT LAKE CTY/CHICAGO	14,454	(4.1)
NEW YORK-NEW ORLEANS	26,194	6.1
LOS ANGELES-OGDEN-CHICAGO	11,420	(4.3)
TOTAL LONG DISTANCE	387,350	2.3
SPECIAL TRAINS	3,010	(20.8)
SYSTEM TOTAL	1,671,209	3.3

Shown here are the latest Amtrak ridership figures, for the month of June. The May figures were published in RTN #271.

June ridership was once again up over the previous year's comparison month, tho not so strongly as in May. This month's overall increase was 3.3%, while in May it was 13.0%. Total June ridership was 1,671,209 compared to 1,762,783 in May. All categories of routes showed increases.

While the surge of ridership in May could be attributed mainly to the bargain All Aboard America fares, the lower level in June probably was due to the increase in those fares. The fare plan expired May 31, and at mid-May Amtrak announced plans to continue it beginning June 1. There was likely a time lag between that decision and actually getting the word around, so that part of June would have been lost. In addition, the economic recovery began slowing somewhat in June. Then there is also the statistical fact that a sudden surge in activity is generally followed by a short downturn.

The blank for Portland-Eugene indicates the discontinuance of the WILLAMETTE VALLEY. The Miami-Tampa trains are too new to have a comparison figure from last year.

Carl Loucks

.... SELLING RAILROAD TIMETABLES

Employee Timetables, Public Timetables, Brochures, Guides; Postcards, Tickets, a full line of transportation paper items. New catalogue issued monthly. Send Stamped Self Addressed Envelope for latest list and specials.

199 Wayland St., Hamden, CT 06518

MOVING?

Be sure to send RTN your change of address. Don't rely on the Postal Service to forward your mail!

LETTERS (continued from page 2)

the long-distance network. Don't I recall everybody saying that once we had the Superliners in place and all those old steam cars retired, we'd be up to our ears in passengers? What happened??

James Cane
San Francisco, California

My recent roundtrip between New York and Savannah on Amtrak's SILVER METEOR (May 1 south, May 5 north) revealed how much the railroad's schedules are padded to achieve better on-time statistics. No. 87 left NY on time at 3:35pm and departed Philadelphia as scheduled at 5:18pm. However, we ARRIVED in Philadelphia at 5:00, giving loads of extra time to board passengers, even pick up supplies for the diner. So the actual running time between NY and 30th Street station was 1 hr, 25 min, a schedule similar to that of several lighter Northeast Corridor trains--e.g., No. 95 COLONIAL (1 hr, 29 min); No. 175 MINUTE MAN (1 hr, 23 min). Of course, Metroliner service is faster (1 hr, 10 min). No. 87 was "early" at Wilmington, too, tho not at Baltimore or Washington. The next morning I stepped off at Savannah at 6:00am, 11 minutes "early."

I clocked No. 87 at Eddington PA at 90mph. At this speed, the 17-car train rode well, provided one was in an Amfleet II car. The Heritage Fleet rebuilds were rough; for example, many passengers had a difficult time walking thru the diner. Amfleet II coaches were pleasantly quiet compared to the roar at speed in my upper single slumbercoach compartment.

No doubt the use of the new Amfleet II coaches and lounges allows higher running speed, extra station time, and thus better-looking on-time performance, but at the cost of a rough ride in the older cars.

The northbound METEOR stops between Washington and NY only to discharge passengers; thus, the train needn't wait for its scheduled departure times. On May 6, No. 88 arrived in Philadelphia at 8:40am (schedule 8:55); Trenton at 9:02 (schedule 9:28); and Newark at 9:45 (schedule 10:17). I stepped off at New York's Penn Station at 10am, 32 minutes "early."

Vincent Mazzola
New York City, New York

Cliff Vickery's letter (RTN 270) about Amtrak food service was most welcome. Most of the complaints about Amtrak food service seem to reflect the so-called "resourceful, self-reliant" Americans' inability or unwillingness to look after their own needs. Too much dependence on others leaves us with no choice other than what somebody else thinks is best for us (actually, most convenient for the provider.) If I knew in advance that Amtrak would serve only oatmeal for breakfast, clam chowder for lunch and beef stew for supper I'd gladly bring my own bowl and spoon if it'd speed up service and/or help keep the cost down. Maybe with a little help from a nutrition expert Amtrak could come up with a recommendation for a well-balanced package of goodies we could buy at our local supermarket or any station newsstand that would sustain a person thru a journey across scenic America.

Art Weber, El Cerrito, California